

between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. App. 1354(a), 1421 and 1423; 49 U.S.C. 106(g); and 14 CFR 11.89.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

AlliedSignal Inc.: Docket No. 95-ANE-09.

Applicability: AlliedSignal Inc. Models TPE331-14A, -14B, -14F, and -15AW turboprop engines, installed on but not limited to the following aircraft: Piper Model PA-42-1000 and Grumman Model TS-2A (modified in accordance with Supplemental Type Certificate SA4837NM).

Note: This AD applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority

provided in paragraph (c) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent fatigue failure of engine compressor components and an inflight engine shutdown, accomplish the following:

(a) For main shouldered shafts (tieshafts), Part Number (P/N) 3105102-1, initiate a life limited part log card and remove from service in accordance with the following schedule and the following AlliedSignal Inc. Alert Service Bulletins (ASB's):

(1) Determine CIS for the main shouldered shafts (tieshafts) as follows:

(i) For main shouldered shafts (tieshafts) installed in TPE331-14A and -14B engines, in accordance with ASB No. TPE331-A72-7128, dated June 10, 1994.

(ii) For main shouldered shafts (tieshafts) installed in TPE331-14F engines, in accordance with ASB No. TPE331-A72-7129, dated June 10, 1994.

(iii) For main shouldered shafts (tieshafts) installed in TPE331-15AW engines, in accordance with ASB No. TPE331-A72-7522, dated February 17, 1995.

(2) For main shouldered shafts (tieshafts) with greater than 5,600 cycles in service (CIS) on the effective date of this airworthiness directive (AD), or if operating hours or cycles are unknown, remove from service within 400 CIS after the effective date of this AD.

(3) For main shouldered shafts (tieshafts) with 5,600 or less CIS on the effective date of this AD, remove from service prior to accumulating 6,000 CIS.

(b) For forward coupling shafts (stub shafts), P/N 3104281-2, initiate a life limited part log card, reidentify the P/N, serialize the forward coupling shaft (stub shaft), at the next major periodic inspection or complete disassembly of the compressor module after the effective date of this AD, whichever occurs first, and remove from service in accordance with the following AlliedSignal Inc. Service Bulletins (SB's):

(1) For forward coupling shafts (stub shafts) installed in TPE331-14A and -14B engines, in accordance with SB No. TPE331-72-7130, dated June 17, 1994.

(2) For forward coupling shafts (stub shafts) installed in TPE331-14F engines, in accordance with SB No. TPE331-72-7131, dated June 17, 1994.

(3) For forward coupling shafts (stub shafts) installed in TPE331-15AW engines, in accordance with SB No. TPE331-72-7523, dated February 17, 1995.

(4) Remove from service forward coupling shafts (stub shafts) prior to accumulating 20,000 CIS.

Note: For guidance on the destruction or marking of parts no longer serviceable for aviation use, see Advisory Circular 21-38, dated July 5, 1994.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Los Angeles Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Los Angeles Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Los Angeles Aircraft Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on June 12, 1995.

Ronald L. Vavruska,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 95-14871 Filed 6-16-95; 8:45 am]

BILLING CODE 4910-13-U

ENVIRONMENTAL PROTECTION AGENCY

40 CFR Part 52

[KY-67-1-6130b; FRL-5192-4]

Approval and Promulgation of Implementation Plans; Kentucky: Title V, Section 507, Small Business Stationary Source Technical and Environmental Compliance Assistance Program

AGENCY: Environmental Protection Agency (EPA)

ACTION: Proposed rule.

SUMMARY: The EPA proposes to approve the State Implementation Plan (SIP) revision submitted by the Commonwealth of Kentucky for the purpose of establishing a Small Business Stationary Source Technical and Environmental Compliance Assistance Program (PROGRAM), which will be fully implemented by November 15, 1994. In the final rules section of this **Federal Register**, the EPA is approving the State's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision amendment and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to that direct final rule, no further activity is contemplated in relation to this proposed rule. If EPA receives adverse comments, the direct

final rule will be withdrawn and all public comments received will be addressed in a subsequent final rule based on this proposed rule. The EPA will not institute a second comment period on this document. Any parties interested in commenting on this document should do so at this time.

DATES: To be considered, comments must be received by July 19, 1995.

ADDRESSES: Written comments should be addressed to: Ms. Kimberly Bingham, Regulatory Planning and Development Section, Air Programs Branch, Air, Pesticides & Toxics Management Division, Region 4 Environmental Protection Agency, 345 Courtland Street, NE., Atlanta, Georgia 30365.

Copies of the material submitted by the Commonwealth of Kentucky may be examined during normal business hours at the following locations:

Air and Radiation Docket and Information Center (Air Docket 6102), U.S. Environmental Protection Agency, 401 M Street, SW., Washington, DC 20460.

Environmental Protection Agency, Region IV Air Programs Branch, 345 Courtland Street, NE., Atlanta, Georgia 30365.

Department for Environmental Protection, Division for Air Quality, 803 Schenkel Lane, Frankfort, Kentucky 40601.

FOR FURTHER INFORMATION CONTACT: Ms. Kimberly Bingham, Regulatory Planning and Development Section, Air Programs Branch, Air, Pesticides & Toxics Management Division, Region IV Environmental Protection Agency, 345 Courtland Street, N.E., Atlanta, Georgia 30365. The telephone number is (404) 347-3555 extension 4195.

SUPPLEMENTARY INFORMATION: For additional information see the direct final rule which is published in the rules section of this **Federal Register**.

Dated: April 10, 1995.

Patrick M. Tobin,

Acting Regional Administrator.

[FR Doc. 95-14449 Filed 6-16-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Part 52

[TX-37-1-6323b; FRL-5162-1]

Approval and Promulgation of Air Quality Implementation Plans; Texas; Alternative Emission Control Plan For Shell Oil Company, Deer Park, TX

AGENCY: Environmental Protection Agency (EPA).

ACTION: Proposed rule.

SUMMARY: The EPA in this action proposes to approve the alternative emission reduction (bubble) plan for the Shell Oil Company's Deer Park manufacturing complex as a revision to the Texas State Implementation Plan (SIP). In the final rules section of this **Federal Register**, the EPA is approving the State's SIP revision as a direct final rule without prior proposal because the Agency views this as a noncontroversial revision and anticipates no adverse comments. A detailed rationale for the approval is set forth in the direct final rule. If no adverse comments are received in response to this proposed rule, no further activity is contemplated in relation to this rule. If the EPA receives adverse comments, the direct final rule will be withdrawn, and all public comments will be addressed in a subsequent final rule based on this proposed rule. The EPA will not institute a second comment period on this action. Any parties interested in commenting on this action should do so at this time.

DATES: Comments on this proposed rule must be received in writing by July 19, 1995.

ADDRESSES: Written comments on this action should be addressed to Mr. Guy Donaldson, Acting Chief, Planning Section, at the EPA Regional Office listed below. Copies of the documents relevant to this action are available for public inspection during normal business hours at the following locations. The interested persons wanting to examine these documents should make an appointment with the appropriate office at least twenty-four hours before the visiting day.

U.S. Environmental Protection Agency, Region 6, Air Programs Branch (6T-A), 1445 Ross Avenue, suite 700, Dallas, Texas 75202.

Texas Natural Resource Conservation Commission, 12124 Park 35 Circle, Austin, Texas 78753.

FOR FURTHER INFORMATION CONTACT: Ms. Leila Yim Surratt or Mr. Herb Sherrow, Planning Section (6T-AP), Air Programs Branch, EPA Region 6, 1445 Ross Avenue, Dallas, Texas 75202-2733, telephone (214) 665-7214.

SUPPLEMENTARY INFORMATION: See the information provided in the direct final action of the same title which is located in the final rules section of this **Federal Register**.

Dated: February 8, 1995.

William B. Hathaway,

Acting Regional Administrator.

[FR Doc. 95-14853 Filed 6-16-95; 8:45 am]

BILLING CODE 6560-50-P

40 CFR Parts 52 and 81

[OH50-4-7071; FRL-5222-8]

Approval and Promulgation of Implementation Plans and Designation of Areas for Air Quality Planning Purposes; Ohio

AGENCY: United States Environmental Protection Agency.

ACTION: Denial of comment period extension on proposed rule.

SUMMARY: On May 2, 1995, the United States Environmental Protection Agency (USEPA) published a proposed rule (60 FR 21490) and a direct final rule (60 FR 21456) approving a request by Ohio to redesignate the Toledo ozone nonattainment area to attainment of the National Ambient Air Quality Standard for ozone, and also approving the State's maintenance plan for this area. Several commentors provided comments on the proposed approval, and made a general request that the USEPA extend the public comment period on the rulemaking. One commentor requested an extension of the comment period so that concerns about increased vehicle emissions caused by new road construction projects and a possible increase in highway tolls can be evaluated and addressed. The USEPA is denying the extension requests for the following reasons: Ohio solicited public comments on the issues associated with redesignating the Toledo area in October 1993; the USEPA announced its conclusions regarding the request to the press 6 weeks before publishing the action; justification was not provided that extending the comment period would significantly enhance public input; the USEPA will address the commentors' concerns in a final rule document; and no parties wishing to actually make additional comments were identified. The USEPA notes that a public function for the rulemaking package was held on March 14, 1995, in Toledo, Ohio, and it was shown on television news programs. Based on the factors discussed above, since the public was made aware of this rulemaking action, and because no party has sought to submit comments after the comment period, the USEPA does not believe that an extension of the comment period is warranted. The USEPA is withdrawing the direct final rule mentioned above in a final rule published elsewhere in this issue of the **Federal Register**.

FOR FURTHER INFORMATION CONTACT: Angela Lee, Regulation Development Section, Air Enforcement Branch (AE-17J), U.S. Environmental Protection Agency, Region 5, 77 West Jackson